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COVER

The Sacramento Locomotive Works' Traction Motor Shop rebuilds 2,000 traction motors a year for installation in locomotives at Mechanical Department facilities systemwide. Here Electrician Tom Peck adjusts internal components of the freshly repainted stator, the non-revolving part of the traction motor. See story on pp. 8-9. Photo: Chuck Fox.

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SFSP Second Quarter Earnings Still Down

But Railroads Are In the Black

Net income of Santa Fe Southern Pacific Corporation for the second quarter of 1985 was $119.3 million, or $.67 a share, compared with $143.0 million, or $.75 a share, in 1984. Revenues were $1,633.7 million in 1985 versus $1,697.4 million last year. Six months net income was $180.9 million, or $1.01 a share, down from the $250.0 million, or $1.31 a share, in 1984.

John J. Schmidt, chairman, said the lower results for the quarter were due to reduced earnings from rail and real estate operations, which were only partially offset by improved results from the diversified company's other activities.

For the quarter Santa Fe Railway's (AT&SF) operating income of $42.8 million was down $8.6 million from 1984, due primarily to a 6.9 percent reduction in carloadings.

Rail operating income of Southern Pacific Transportation Company (SPT), presently held in trust, was $20.7 million, down $3.5 million from last year as a result of a 4.5 percent decrease in carloadings. AT&SF revenues were down 5 percent to $543.9 million, and SPT's rail revenues were down 6 percent to $644.8 million.

"These rail results were disappointing when compared with the same period last year, but they represent a significant improvement over the first quarter of 1985, when the two railroads reported a combined operating loss of $4.3 million," Schmidt stated. "This improvement resulted from the imposition of cost reduction programs, but it is increasingly clear that our railroads will have difficulty reaching an acceptable level of earnings unless our proposed merger is approved without conditions being sought by our competitors," he said.

Also in the transportation group, pipeline operations showed an increase of $3.2 million in operating income to $26.8 million.

The natural resources group showed improvement for the quarter. Operating income from petroleum production and marketing was up slightly to $35.7 million due primarily to increased production. Natural gas production of 90.7 million cubic feet per day was 25 percent higher than last year. Operating income from hard minerals nearly doubled to $6.7 million.

Operating income from real estate activities during the quarter was $55.2 million, $26.4 million below last year.

All other business activities showed improved operating income or held even with last year. Forest products operating income was $6.4 million, up from $3.5 million, as both plywood shipments and prices improved. Services and construction results of $4.5 million were $2.0 million better than last year, as earnings improved from both construction and leasing activities. Other income-net of $4.6 million was down $11.7 million, primarily as a result of lower interest income. ☐

Commercial Report

The railroad's performance in June indicates a leveling off in economic conditions. June carloadings were down 4.2 percent versus 6 percent during the first six months of 1985.

Transportation Equipment, up 3.2 percent, was the only one of these selected commodity groups with better numbers in June, 1985, than in June, 1984. Auto sales are holding strong, mostly due to auto dealers offering buyers low-interest loans.

Intermodal carloadings were down 11.8 percent in June versus the year before. Agricultural and Food Products declined 15.8 percent; Forest Products, 6.2 percent.

Chemicals and petroleum carloadings declined 3.8 percent.

System Indicators	June	Change '84
Net Ton Miles (billions)	6,779	−5.5%
Carloads	134,679	−4.2%
Transportation Equipment	8,921	+3.2%
Intermodal	24,551	−11.8%
Chemicals, Petroleum	23,259	−3.8%
Forest Products	21,998	−6.2%
Agricultural, Food Products	12,524	−15.8%

Customers Ask, This Railroad Answers

How Computers Are Helping

The problem: When freight transportation managers need transportation, they want action. If they wait for rate and service information, their company risks loss of a business opportunity.

Truckers know this, and their ability to respond to customers quickly is one factor that has made them a powerful force in the transportation marketplace.

With deregulation, American railroads now have the opportunity to compete by offering market-competitive rates and service. SP, a leader in the fight against burdensome regulations, is a leader again—the first railroad to use computers substantially to take action, to tell customers promptly all they need to know to buy transportation services.

A program called PINS, for Pricing Information Network System, is SP's new backbone for market analysis, pricing, tariff publication, rate accounting and quotation functions for carload traffic. Intermodal will begin using PINS during the third quarter of this year.

PINS is an on-line, real-time system; its data base includes divisions, waybill histories, profitability studies, equipment, route, geography and marketing intelligence such as competitive truck rates. PINS enables railroad marketing and sales people to respond to customers quickly, with a standardized, accurate rate and service offer.

The new system is popular with sales people because it means less paperwork and time on the telephone yet better communication, thanks to electronics.

Here's an example of how PINS works for them:

Says Liz Heim, asst. district sales manager at Los Angeles, "A quick response to a rate request makes everybody look good. It heightens my rapport with customers and gives the railroad credibility and visibility." To get back to customers right away, she transmits her request to Product Management personnel, usually at San Francisco, although there is also an office at Houston. She enters information on the shipper's needs into a standard PINS format on the computer terminal in her office. All SP sales offices are equipped with terminals for this purpose.

Her inquiry triggers the PINS rate analysis, and the computer quickly gathers and summarizes necessary data from several data bases onto another standard format for use by Product Management personnel, like Judy Jensen, asst. product manager—canned goods.

Jensen first reviews the PINS formats Heim triggered with her transmission.

She may try altering factors like route or equipment to reach a market competitive charge for the shipment, looking for the best deal for the railroad and the customer.

Continued on next page

Photo: Monte Bailey

At left: Judy Jensen, asst. product manager at San Francisco, uses a new computer system to review options in rail transportation and find the best service for a market-competitive price.

Many rate requests involve multiple destinations and origins as well as options in car type, billing arrangements, route, liability and much more. The computer can generate as many as 99 scenarios involving these factors quickly. Other railroads still hunt for the "unknowns" with minimal computer assistance.

After Jensen completes her rate analysis, she transmits a rate offer to Heim electronically. Heim "sells" the shipper, then transmits the details to the PINS data base.

At this point, PINS makes some other important contributions: It automatically initiates rate publications, updates the prices for electronic quotation and gives the Accounting Department access to information for billing.

"Although the people I call on don't know how a railroad generates a rate, I've explained to them that using our PINS system is helping me report back to them promptly and completely," says Heim. ☐

Computercopia

PINS Turns Commercial Data into a Cornucopia of Information

Future railroaders may one day refuse to believe that rates were ever generated "by hand." Automated rate analysis is a giant step forward.

Besides helping Product Management personnel establish new rates, PINS facilitates prompt publication and distribution of SP tariffs and circulars, including ICC filings. It electronically stores and provides information for accounting and quotation of rates. These kinds of services benefit customers because SP is able to respond to their individual needs in a prompt manner.

Says Evans Hughes, asst. vice president-product management, "PINS has changed the way SP does business. The system cost a great deal in money and manpower, took almost two years to bring on line—and it was worth every minute and every dollar. It's helping us respond to customer needs and manage our internal affairs more efficiently."

PINS is like an evolutionary advance in skeletal structure: It will enable the railroad to handle pricing, publication and billing with one smooth motion, the key stroke. It does this by integrating major commercial data bases.

Fleet Management will use PINS to help determine railcar needs.

For the Accounting Department, PINS provides updated rate information for billing purposes. Says Bob Greenslade, asst. controller-revenue collections, "PINS will improve communication among accounting, product management and the customer. We'll all be on the same wave length."

Two teams, one from Marketing Services, took on the creation of PINS almost two years ago.

The Marketing group consisted of Don Odegaard, group manager; Cynthia Mittlesteadt, asst. manager-information services; Andy Anderson, group manager; Walt Jackson, group manager; Sunny Burgstahler, asst. manager; Tom Wackerman, asst. product manager; and Pete Masterson, manager–tariffs and divisions.

Management Service's systems analysts responded to the commercial side's expressed needs to program PINS. The team included: Gary Borrelli, manager–commercial applications development; Jeanne Kennedy, asst. manager commercial applications development; Kathy Goldstein, systems supervisor; Linda Van Rooy, senior systems analyst; Adrian Stroganoff, senior systems analyst; Mike Markovich, systems analyst; Charles Bailys, senior systems analyst and Rico Anicete, asst. systems analyst.

Valuable assistance was also provided by Tom Feeny, manager–rate accounting. ☐

Management Moves

Taggart

Public Affairs

Robert W. Taggart has been appointed to the newly created position of vice president–public affairs. He takes over responsibilities for government, public and community relations.

Taggart joined SP as an attorney in 1965, moving up to general attorney in 1973, in charge of governmental relations. He has been vice president–governmental relations since 1981.

Murdock

Lynch

Maintenance

Gerald L. Murdock has been appointed chief engineer–maintenance of way and **James F. Lynch, Jr.,** chief engineer—design and construction.

Murdock had been engineer–maintenance of way since December 1977. He oversees the maintenance of track, roadbed, signals, buildings and bridges, throughout SP's 14-state operating territory.

He joined Southern Pacific in 1947 and held various jobs, including construction engineer and division engineer.

Lynch, who joined SP in 1954, had been engineer of design and construction since December 1977. He is responsible for the design and construction of SP projects, including the $62 million Intermodal Transfer Container Facility now underway in southern California. ☐

Photo: Ray Tyler

Stacked two-high, these containers of international freight are leaving Los Angeles for Houston, New Orleans and Atlanta on the Southern Pacific and Norfolk Southern. Heading west, the containers may well contain domestic freight.

Uncommon Carriers

Meet the NXEST, AXAVT, CIPXX, ARSTL, BKDOL and LANTA.

The transportation industry is a leading economic indicator, and lately the signs have not been good, in either the rail yards or the news. Nevertheless, thanks to our marketing and sales forces, and a helping hand from our labor organizations, some new trains have started rolling on SP since January.

The new trains haul containers, aggregate, oil, and autos. Often carrying one commodity in special, dedicated equipment, for one shipper or one industry, they are far from "common carriers."

Double Stack Trains—This August, SP is inaugurating a 15-car Los Angeles to St. Louis weekly intermodal train for NYK, a Japanese steamship line. On the computerized schedule, it is known as the NXEST, heading east and the ESNXT heading west. The X indicates a double stack train; N, NYK; and T, TOFC/COFC.

NYK's intermodal (ship, rail, truck) service means 14-day movements of containerized freight from Tokyo to Chicago or Cincinnati, the fastest transportation available from Japan to these cities. The Illinois Central Gulf will take cars to Chicago from St. Louis; the Chessie System unit of CSX Corp. will take cars to Cincinnati from St. Louis.

Plans call for expansion to a 20-car train in January, 1986. The service marks the first time that a Japanese steamship company has contracted to serve clients in the interior of the United States regularly.

Southern Pacific has also recently launched weekly intermodal freight service that for the first time offers shippers double stack containerized movements between southern California (Valla, near Los Angeles) and Atlanta, Georgia. SP interchanges with NS at Avondale, Louisiana.

The shipper in this case is American President Lines, a steamship line that specializes in containerized cargo between Asia and North America. In the computerized schedule, the train is known as AXAVT and AVAXT. En route,

New dedicated trains are moving on Southern Pacific

15 to 25 containers are set out at Houston, but otherwise there are no pick ups or set outs.

Double stack cars are second generation refinements of an SP concept. Basically, they are articulated flatcars, comprised of five platforms joined end to end. Each platform accommodates two containers up to 40 feet long stacked one on top of the other.

Because they are lighter, with reduced drag due to improved aerodynamics, and have fewer axles between the articulated platforms, double stack cars haul cargo at lower cost in fuel and rail maintenance.

Many transportation industry observers predict a trend toward containerization of domestic freight. Containerization of international freight is already well established.

The double stack concept was pioneered by Southern Pacific, which built prototypes as early as 1977. In 1981, the railroad ordered 42 five-unit double stack cars, many of which are in service in SP's Sea Land trains from Los Angeles to Kansas City and Avondale. At this time, SP is acquiring an additional 70 five-unit double stack cars, with a capacity to carry 700 containers. The new SP cars will accommodate containers up to 48 feet long.

A Second Sprint: More Intermodal News—Monday through Friday nights, the "Sun Pig" (or CIPXX or PXCIX) carries time-sensitive consumer goods between City of Industry near Los Angeles and Phoenix. Here, the X does not indicate double stack; the Sun Pig uses standard intermodal flatcars and articulated cars to carry as many as 40 highway trailers and containers.

Thanks to work rule waivers, this short, fast train operates with a two-man crew and no caboose.

"Union officials want to get traffic off the highway as much as anyone. We're unifying the management and labor view of railroading to come up with an understanding of common problems and their solutions," says Art Kielty, manager, employee-related marketing programs.

Like containerization, cooperation between railroad labor and management to get new business sharpens railroads' competitive edge.

New Unit Aggregate Train in Texas—Four to five times a week, 60 ore jennies, making up the ARSTL (the "L" is for loaded), head from Arenal to Stafford, southwest of Houston, carrying sand and gravel to a Texas Industries distribution yard.

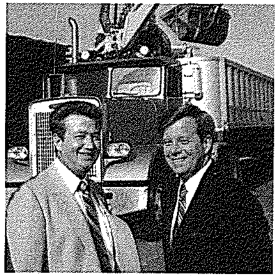
Says Houston's Glenn Turner, asst. district sales manager, "This unit train is taking quite a bit of business off the highway. Each car represents four truckloads, and if the train is successful this year, we'll have 80-car trains next year.

"Many departments put in the extra mile to get this train going. On a tight deadline, Engineering put in two turn outs. And the shipper was eager too, putting in 2,600 feet of track. As a salesperson, I appreciate the spirit of everyone who got the train going."

The ARSTL demonstrates innovative use of the railroad's car fleet. When the American steel industry fell on hard times, many ore jennies were "stored surplus." Because of their deep sides and solid bottoms, it took some time for Product Manager Gary Hunter to convince consignees that the cars could be used in aggregate service.

Photo: Steve Krongard

The Shell oil train goes through an SP landmark, the Tehachapi Loop.


Photos: Rick Ulrich

At Left: A portable backhoe unloads sand at a Texas Industries distribution center outside Houston. ***Below:*** *SP's Glenn Turner, asst. district sales manager, (left) with Texas Industries' D. Randall Jones, regional vice president, Houston Division, is enjoying the sight of trucks waiting in line to pick up their loads from the train.*

Unloaded with portable backhoes, the jennies make the Arenal-Stafford move an economic success. At the Stafford hub distribution yard, the portable backhoes creep along the tops of the jennies, dumping sand or gravel into trucks waiting below.

Shell Oil Train—Almost two years ago, Southern Pacific and Shell Oil made transportation industry history by beginning unit train service for crude oil in special GATX Tank Train® cars. Under contract, 72 cars began leaving Saco, Calif., near Bakersfield, for a refinery just south of Los Angeles every other day.

Shell liked the first train so much that when they needed more volume at the refinery, they added another train. Since April, trains known as the BKDOL have departed Saco every day. The DO is for Dolores, the station near the refinery.

Forty thousand barrels of oil move in each train, some of which formerly moved by pipeline and ocean vessel.

Among oil companies, Shell is a leader in implementing rail innovations to move product safely and efficiently. Says Bob Abreu, group product manager—chemicals and energy, "Shell has had the initiative to go against the oil industry consensus in favor of pipeline and water transportation and is reaping a rich reward. Rail transportation has a lot to offer any oil company that wants to avoid the capital investment of pipeline construction."

The Texas Unit Auto Train—Six days a week as many as 85 multilevels loaded with Mazdas, Hondas and General Motors products speed out of City of Industry en route for Midlothian and Houston, Texas and Shreveport and New Orleans, Louisiana.

The multilevels usually are the only railcars in the North Texas unit auto train, which appears in the computerized schedule as LANTA. The final "A" is for auto.

"The LANTA is the essence of what vehicle traffic managers want," says Mike Kolodziej, area sales manager at Los Angeles. "It has fast and consistent transit times and excellent security."

To maintain its schedule and to prevent vandals from jumping on the train, the LANTA seldom slows. Unusual among SP trains, this eastbound train holds the main line in the face of every westbound train except passenger trains. The train bypasses yards and receives special treatment from SP police.

"The LANTA is our highest priority in freight protection," says SP Asst. Chief Special Agent Bob Emmons. "Special agents monitor the train all the way. When it stops for crew changes, even if for only five or ten minutes, we're there to protect the automobiles from trespassers and to inspect the automobiles themselves. The SP-designed police surveillance car accompanies some consists, and our SP police dogs at Los Angeles, Tucson, El Paso and San Antonio help us locate intruders on the multilevels."

The increased number of dedicated trains are deregulation's most visible sign as they roll across the country. They are an important reason shippers are taking another look at railroads and liking what they see, although the current economic slow down obscures this truth.

In 1983, for the first time since World War II, railroads began winning back market share of the nation's freight tonnage. From a low of 35.8 percent in 1982, they edged up to 36.1 percent in 1983 and then to 36.6 percent in 1984.

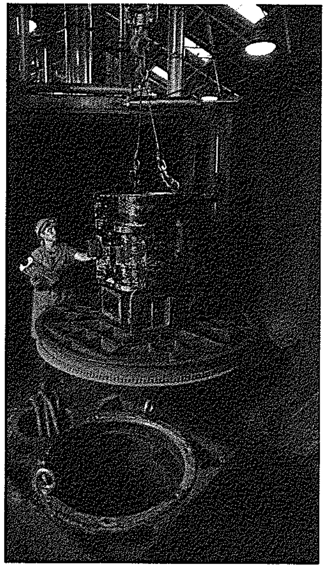
Meanwhile, SP increased its share of freight tonnage among western railroads to 14.5 percent in 1983 and 15.2 percent in 1984.

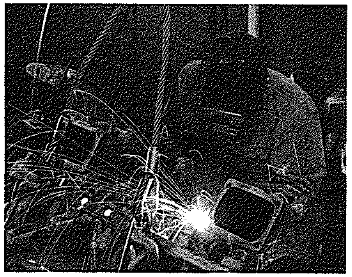
Freedom to price, negotiate and innovate yields successes, but this applies to deregulated truckers, too. They're fighting back with oversized trucks, helped along with wage concessions from their work force. Preliminary market share figures for 1985 do not look as good for the railroads or for SP as the figures did for 1983 and 1984. What's worse, the "market" has shrunk due to the slow down in the economy.

These new trains are softening the slowing economy's impact on the railroad. They're good news in tough times, and better in good. They also demonstrate capacity to innovate, which may turn out to be the most important competitive factor in the years to come. ☐

SLW Puts Traction Motors on Track

Below: *Electrician George Johnson takes a look at used traction motors arriving at the shop. The Sacramento Locomotive Works has the only shop on the system for rebuilding traction motors.* ***At right:*** *Electrician's Helper Pat Taylor places the stator for cleaning; after disassembly, interior parts are cleaned individually, then inspected. The stator is the stationary part of a traction motor.*





Machinist Gary Randall repairs the steel motor frame. ***At right:*** *Electrician Ben Toney puts an epoxy insulating band on the commutator, the section of the revolving element in the motor (the armature) which catches electric current.*

In November, 1981, the Sacramento Locomotive Works began rebuilding one of the most crucial elements of a locomotive: the traction motor. According to Henry Chidgey, works manager, the SLW rebuilt motors are running better, costing much less and will last as long or longer than the ones SP used to have rebuilt outside.

"The Traction Motor Shop's work is saving the railroad about $6 million a year," says Chidgey.

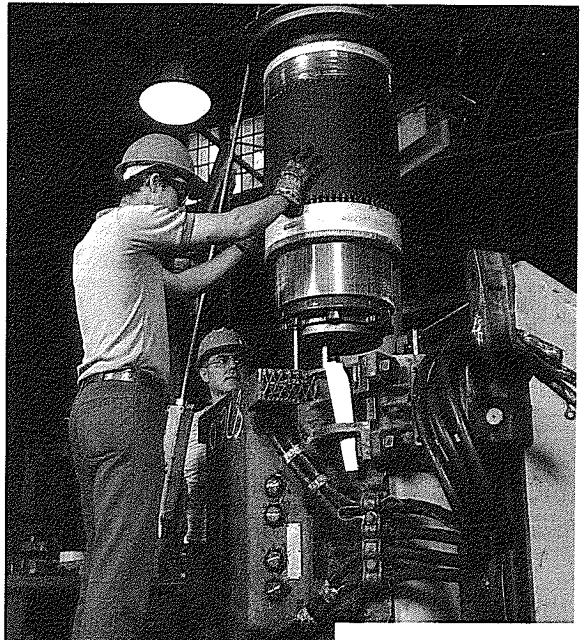
During a rebuild, the people at the Traction Motor Shop clean the motors, disassemble them, re-clean the parts, inspect, and qualify or replace damaged parts, then put the motors back together and test them. Qualifying parts means welding, machining, re-insulating, and electrical analysis.

In July, 1984, the shop's 60 electricians, machinists and painters began doing all these things in an expanded and modernized shop. They can rebuild a traction motor in only 60 man-hours. The shop can repair up to 12 motors per day at peak capacity.

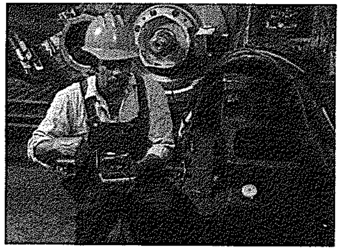
One 750-horsepower traction motor is mounted on each axle of the locomotive. Each locomotive has at least four axles (GP40s have four, SD40s, six), so the SP system has a hearty appetite for traction motors. Each year, about 2,000 are replaced at Eugene, Roseville, Los Angeles, El Paso, Houston and Pine Bluff.

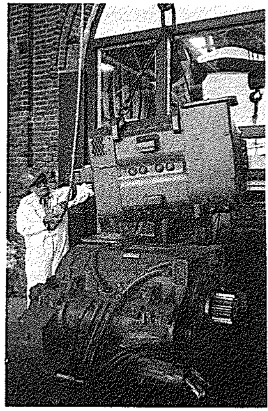
Traction motors take electrical power from the locomotive unit's big diesel-driven alternator and turn it into rotational force to turn the wheels of the locomotive. Inside the rectangular traction motor, stationary copper and steel electromagnets encircle a cylindrical electromagnet, the armature. Interaction of the electromagnetic fields causes rotation of the armature. The armature shaft connects to gears on the wheels.

"Rebuilding these motors ourselves helps us stabilize inventory on line and teaches us how to avoid traction motor failure in the future," says Mike Wasina, electrical general foreman for the Traction Motor Shop. ☐



Almost done: Electricians Frank Jamison and Phillip Chittenden place the armature into the stator.





At right: *Acting right, looking good. These motors don't say "Sacramento Locomotive Works" until Electrician Ross Duran gives his approval after a variety of tests.* ***At far right:*** *Painter Robert Cuellar with the newly painted motors.*

Photography by Chuck Fox

Locomotive Engineer Pat West likes the new Caltrans units.

Push-Pull Comes to Commute Line

The California Department of Transportation recently acquired 63 new passenger cars and 18 new locomotives for use on the commute line between San Francisco and San Jose. Although Caltrans has managed the commute service since 1980, train personnel are SP employees, and the railroad owns and maintains the line.

The new locomotives pull the trains from San Francisco to San Jose and push them back to San Francisco to save time at terminals. Engineers on the way to San Francisco sit at controls in passenger cars like the one above. □

#1 On the Road-eo Circuit

Larry James, a driver with PMT since 1976, drove away with first place honors at the California Trucking Association's annual Road-eo State Championships held at Bakersfield on June 1. PMT Driver Don Giddings took third place.

The skillful drivers, who work out of PMT's auto transport facility at Milpitas, Calif., qualified for the state finals by finishing among the top three in the northern California region.

To enter a road-eo, participants must have one year of accident-free driving, go through interviews, score well on a written test, be judged on a pre-trip inspection of their 65-foot-long, 102-inch-wide rigs, then compete against their peers by performing a series of maneuvers over an obstacle course. Giddings, who's been with PMT since 1969, has a brother who also drives for the Auto Transport Division—and he's not such a bad driver either. Ron won the state championships in 1983. □

70 Double Stack Cars On The Way

This fall, SP is acquiring 70 double stack freight car sets capable of carrying large domestic containers.

Double stack cars increase productivity and fuel efficiency at very little extra cost. Each set consists of five platforms, with each platform able to carry two stacked containers.

The bottom containers sit in a well while bulkheads hold the upper containers in place. End units can carry two 20-foot containers. An innovation at the end of each of the five platforms helps reduce air drag and improves fuel efficiency.

These double stack sets are designed to carry the new 48-foot-long by 102-inch-wide domestic containers. Truckers are hauling these containers over the highway, but ships are not geared to handle containers this large.

SP anticipates increasing use of large containers domestically.

The railroad will use these new cars—the first designed to handle these large size containers—primarily between Los Angeles and eastern destinations.

SP pioneered the efficient double stack concept for containers in 1977. A three-platform prototype appeared on SP in 1979, and the first five-platform version went into service on SP in 1981.

The cars—to be delivered between September and November—are being built to SP's specifications by Gunderson, Inc., of Portland. □

Military Thanks El Paso Railroaders

El Paso personnel recently gave the military an example of outstanding railroading in support of a U.S. Army training exercise and were commended by Lieutenant General Joseph T. Palastra, Jr.

In a letter to Chairman Denman McNear, Palastra pointed out that the safe and efficient movement of large amounts of military equipment is always a challenge and that practice during an exercise increases the preparedness of transportation as well as military personnel.

Palastra singled out El Paso Asst. Terminal Superintendent Terry Givens and San Antonio Yardmaster Rusty Strain for special commendation. □

These representatives of the railroad and the Los Angeles Police and Fire Departments were among those who helped implement Taylor Yard's new emergency rescue response system. Electrician Foreman Bill Kirk (front row, left) initiated and designed the plan.

Taylor Yard's Plan to Guide Rescue Vehicles

Railroad yards are mysterious to outsiders, which is probably just as well, unless the outsiders are rescue workers trying to find the scene of an emergency.

To help these outsiders, Taylor Yard has pre-packaged directions for use by personnel calling in emergency help. Telephones have been outfitted with instructions with color-coded information and a map illustrating the yard's facilities, roads and directional signs.

In the event of emergency, escorts familiar with Taylor Yard's emergency response system will be dispatched to the yard's entrances to meet responding units, whether police, fire or ambulance. □

87 Years Between Them

Avondale Asst. Terminal Superintendent James W. Buhler and Chief Clerk A. A. Schexnaydre ended their rail careers on the same day, with 87 years of service between them.

They took with them the personal congratulations of SPTCo Chairman Denman McNear, who shook hands with them on a tour of the terminal the day before they left the company. Says Buhler, "We were both happy to have his good wishes." □

Pine Bluff Performance Praised

On Sunday, June 9, 42 cars—including more than a dozen laden with various hazardous chemicals—in the 94-car SRCRK (Houston's Strang yard to East St. Louis, Conrail connection) derailed near Pine Bluff.

In the days that followed, Cotton Belt personnel and procedures for handling emergencies involving hazardous materials were tested. The railroad was commended for its performance, even as events unfolded.

Early on, a decision—and a wise one, as events later proved—was made by Monroe Gilbert, superintendent of hazardous materials control, to let the fire burn out before trying to make any moves. Shortly before 7:00 a.m. on Monday, a car of ethylene oxide exploded, sending a massive fireball hundreds of feet into the air and producing a blast heard for 10 to 15 miles. A second explosion, of a tank car of liquid plastic, occurred early Tuesday morning.

Nevertheless, by Tuesday evening, 90 percent of the 1,500 to 2,000 people who had been evacuated from homes within a mile of the derailed cars were able to return. Early Wednesday morning, Gilbert and his Haz Mat team took temperature and pressure readings on the tank cars and announced that the remainder could go home.

Not a single life was lost nor an injury sustained as a result of the derailment. It was a bad situation, but Cotton Belt forces and a supportive community made the best of it.

Emergencies can bring out the best and the worst in human behavior, but the Pine Bluff derailment seemed to bring out only the best. It produced an effective united effort from railroad and public agencies.

John Rehor, investigator with the National Transportation Safety Board, termed the actions of the railroad as well as the public safety agencies "a model response—the best I've seen anywhere" and "textbook perfect." He said that he'd never seen such complete on-train information in any previous accident involving any kind of carrier. NTSB Chairman Jim Burnett echoed his sentiments when he inspected the accident site later.

Monday afternoon, Arkansas Governor Bill Clinton had emphasized the need for residents to respect evacuation orders, and praised railroad and public safety officials for their efforts. The Governor's words were echoed by Pine Bluff Mayor Carolyn Robinson and Jefferson County Judge Earl Chadick, who monitored progress of the derailment aftermath and demonstrated community support for the way the railroad and public safety agencies were handling the crisis.

A "Textbook Perfect" Response To Derailment

While Jefferson County Sheriff W. C. (Dub) Brassell and Pine Bluff Police Chief James Parker worked closely with Cotton Belt Pine Bluff Division Police Captain Bob Miskell to provide security for the area, Pine Bluff Fire Chief Ray Jacks and personnel from a number of volunteer fire departments assisted Gilbert and Hazardous Materials Control officers Mike Seabaugh of Pine Bluff and Bill Gleason of Lafayette in flame control efforts.

Jack Palmateer, chief of the Jefferson County Office of Emergency Services and head of Civil Defense for the City of Pine Bluff, coordinated the public effort, serving as liaison between government and the railroad.

Pine Bluff Division Superintendent Bob McClanahan and General Manager Lloyd Simpson, aided by Regional Engineer Jack Blasingame, Asst. Superintendent Carl Bradley, Chief Dispatcher Joe Clark and Division Mechanical Officer Dick Podawiltz, smoothly guided the railroad's emergency efforts and maintained as normal an operation as possible, using detour routes over the Missouri Pacific.

Contractors were hired to assist Cotton Belt forces with the re-railing of cars and clearing of the right of way for the laying of track panels. IT Corporation, a hazardous waste treatment and disposal firm, began removing and transporting nearly 150 truckloads of contaminated soil and residue.

Almost before derailment clearing crews moved in, plans were being made by the General Claims Department to compensate residents and businesses that were evacuated. Setting up an emergency claims center at the old Cotton Belt freight station, Pine Bluff District Claims Agent Scott Gunter, and an emergency staff including Eddie Rogers, Ardell Carter and Charles Wesson of Pine Bluff, Brenda Marsh of Illmo, Steve Sindik of Tyler, Ron Minnick of Kansas City and Norris Hastings of Houston, worked 10 hours a day to pay over 350 claims to individuals and businesses.

Total cost of the incident is estimated to be between \$2.5 and \$5 million.

By early Saturday morning, June 15, Cotton Belt's MBSMF—the Memphis Blue Streak—became the first train across the rebuilt line. A month later, on July 16, the Cotton Belt hosted a banquet in Pine Bluff to recognize the individuals and agencies that assisted the railroad after the derailment.

—Jim Johnson

Handing Over the Gavel *The Office Supervisors' Council at San Francisco recently installed its officers for 1985–86. Last year's chairman Pat Kiska (center), a special claims adjuster in Loading Services and Freight Claims, presents incoming Chairman Art Revel (second from right), who is assistant credit manager in the Treasury Department, with the Council's ceremonial gavel. Also elected to the Council are Treasurer Tonya Johnson (left), chief clerk in the Operating Department at Oakland; Secretary Don Carroll, manager of BD Communications; and Vice Chairman John Curtin (right), assistant to manager in Property Accounting.*

California Railroaders Speak Out on Crossing Safety

Locomotive Engineer Kent Clark recently had a once-in-a-lifetime opportunity to cry out in defense of his craft, his railroad and his industry. But his words will not be printed in this magazine.

Clark was bringing a commute train out of a station on the line between San Francisco and San Jose, when, to his horror, he saw a man run across the tracks in front of the train. Worse, the man turned and motioned to two small boys to follow him. When they wouldn't, he crossed the track again, grabbed the larger boy and dragged him across the track, then turned and yelled for the younger one to cross.

Meanwhile, Clark put the train into emergency and, since the lightweight commute train was still going only 20 mph, it stopped quickly, with the smaller boy on one side and the man and bigger boy on the other. Clark rushed out onto the catwalk and let the man, the motorists stopped at the crossing and possibly the entire city of Mountain View know what he thought of such incredible idiocy.

This year, six California locomotive engineers began speaking out in public on grade crossing safety: San Jose's Kent Clark and Dave DiSalvo, Dunsmuir's Mike Barnum and Dave Shannon, and Colton's Patty Bedwell and Ray Carver. Also active at Colton are Bill Bedwell, Patty's husband and a train dispatcher; Sheryl Carver, Ray's wife and a crew dispatcher; and Bob Stamer, hostler.

Clark and DiSalvo began speaking due to a recommendation from a San Jose Transportation Problem Solving committee. They have addressed about 10,000 driver education students, plus 3,000 employees at companies like IBM, Pacific Telephone and Pacific Gas and Electric. Their effort has attracted a lot of media attention: A San Jose television station featured them on the evening news making a presentation at a local high school and a local daily newspaper gave them front page coverage.

DiSalvo feels he spoke for all locomotive engineers when he said, on the television news, "An engineer gets to see something that's really eerie. He gets to see people in an automobile . . . to see the last look they're ever going to give anyone . . . I don't ever want to see that look again."

The two locomotive engineers at Dunsmuir have reached over 23,000 students and almost 1,000 adults in northern California and southern Oregon, under auspices of Operation Lifesaver, a national campaign endorsed by state governments. Operation Lifesaver is active in every state where SP operates.

Non-railroaders don't seem to understand that a train cannot stop as quickly as an automobile because of the train's weight and momentum. One of the most important facts Barnum and Shannon try to teach is that a train may weigh as much as 10,000 tons and can take as much as a mile and half to stop. A train hitting a car is like a car hitting a soft drink can.

The Colton railroaders are acting under the auspices of SPACE (for Southern Pacific Accident and Crossing Education), another TPS project.

They get their point across by bringing children into the yard to see an actual demonstration of how long a train takes to stop. Although not all have had a tour of the yard, over 6,000 people have heard the SPACE message since April.

The Bedwells decided to get active in grade crossing safety years ago. Even before SPACE, they spoke out to their children's schoolmates. Bill Bedwell says that his wife is particulaly effective because "she is a mother, she is a locomotive engineer, and she's trying to save their lives."

Bedwell also speaks out on vandalism. He asks the children if they'd like it if someone threw rocks at their mother, and then tells them he doesn't like it when people throw rocks at his children's mother either. Then he introduces his wife, the locomotive engineer.

Bedwell says, "People are being hurt because they're ignorant." But these SP people are doing their very best to fight the ignorance. □

No matter what their course of study, high school students are eager to get their licenses to drive and take their places behind the wheel of an automobile. San Jose Locomotive Engineers Dave DiSalvo (left) and Kent Clark speak to students at local high schools in driver education classes about grade crossing safety. Both have talked at Abraham Lincoln High School, DiSalvo's alma mater.

Under-utilized branch lines? Abandonment is a last alternative because it means backing out of a market. SP prefers to sell them for transportation purposes if the new owner can feed traffic to our mainline efficiently.

Pruning Makes the Tree Stronger

Before the spring growth spurt, experienced gardeners take saw in hand and prune away branches likely to weaken or disfigure the trees on their properties.

Railroads must do the same thing. Right now SP's Line Evaluation group is moving into the second phase of its effort to trim back costly, under-used track.

Since 1982, the group has spearheaded SP's pruning efforts and coordinated the involvement of other departments. It has led SP to obtain authority from the Interstate Commerce Commission to sell or abandon over 1,000 miles of railroad.

Each mile of branch line can cost from $3,000 to $10,000 per year to maintain, so the pruning frees significant resources for use elsewhere on the railroad.

The Line Evaluation Steering Committee, made up of SPTCo's vice president and general counsel and the vice presidents of real estate, maintenance, transportation and marketing and sales, rule on the group's findings, with Executive Vice President Mike Mohan and Chairman Denman McNear giving final approval.

Jim Chandler, manager–line evaluation, calls the branch lines studied for sale or abandonment first "no brainers," because the need to trim them was so obvious.

Take the Beverly Hills branch line, for example. For several years, it had little traffic and virtually no chance that the premium real estate along the track would return to industrial use.

Toward the end, a switcher (called Wingfoot in ironic reference to the trademark of Goodyear tires, to whose factory the train once ran) served Continental Bakery, the sole shipper.

Wingfoot went through some of the most expensive business and residential areas in the world (where the kids put quarters, not pennies, on the track), but after costs for operations, maintenance of way and property taxes, Wingfoot failed to put bread on the corporate table.

Wingfoot's final days gave Los Angeles Terminal Superintendent George DeLellis the chance to chat with "many interesting millionaires living in Beverly Hills," such as one woman who called every time Wingfoot went out, inviting him to come and get his "iron monster." No one liked the sight or the sound of Wingfoot, much less the occasional delay to auto traffic. Engineers were supplied with a special whistle to blow at crossings, but complaints kept on coming. DeLellis met with the Beverly Hills chief of police, who suggested SP stop the service. If only it had been that easy: DeLellis agreed that a rail line with so little business had no business in a neighborhood like Beverly Hills.

In 1983, after Continental Bakery sold its property for use as an office building and relocated elsewhere on SP, Wingfoot stopped running. Permission to abandon came later that year.

With most "no brainers" behind them, the Line Evaluation group is now looking at lines with some potential for profit.

Some branch lines can be sold for from $10,000 to $75,000 per mile. "Selling some of our branch lines is just like taking our personal savings out of a bank that doesn't pay interest and even charges us for maintaining the account and putting our money into an interest bearing account," says Ken Dixon, general manager, line evaluation.

Local ownership of a branch line makes shippers along the line friendlier to the idea of rail shipping. SP sells in the hope of a long term relationship with the buyer and his customers, in the case of a shortline operation, or with the shipper, if

Continued on next page

Photo: Gary Pullman

Placerville says good-bye to the 1771.

Re-birth of the *1771*

With much volunteer labor from SP employees (among others), the California State Railroad Museum is rehabilitating 83-year-old steam locomotive *1771* at its leased (for $1 a year) shop at SP's Sacramento Locomotive Works. In spite of much donated work, restoration is expected to cost approximately $100,000.

Museum officials plan to use the locomotive on SP's Walnut Grove branch, expanding tourist service currently in the second summer of operation. When rehabilitated, the locomotive will haul excursion trains along the branch line to a paddle boat operation on the river.

The locomotive graced a Placerville, Calif., park from 1958 until the city council donated it to the Museum. Last May, pulled by two modern road units, it left for its new home, transportation donated by SP. □

he buys it. In the latter instance, the line essentially becomes a long spur.

Says Dixon, "We want to keep the business of shippers located on money-losing branch lines, but we have to find a cheaper way to get the traffic to our main line."

The recent sale of the north end of the Northwestern Pacific to the Eureka Southern is the most significant example of the sale approach. Since Eureka Southern started up last November, over 3,000 cars have originated on this line for joint handling with SP.

Concern for communities near branch lines characterizes SP's "trimming" operations. A good example of a line better used in "community service" is Sacramento's Walnut Grove branch, which goes by the California State Rail Museum and along the Sacramento River. This year, the Museum is buying portions of the line for its tourist trains. Officials hope to own the whole line eventually, with shippers along it being switched by Museum personnel, who will turn traffic over to SP.

Other branch lines going into "tourist service" include the Cotton Belt's Bucklin to Dodge City line and the end portion of the Santa Cruz branch, which has been sold to the Santa Cruz, Big Trees and Pacific Railroad.

In urban areas, branch lines can sometimes be converted to mass transit use. Conversions are already underway in Sacramento and Los Angeles, with other projects being discussed in San Francisco and San Rafael, Calif., and Austin and Dallas, Texas.

Both sales and abandonments must be ruled upon by the ICC. The Line Evaluation group works closely with Asst. General Attorney Gary Laakso, who handles the legal aspects of sale and abandonment applications for the railroad.

With obvious candidates like the unused Beverly Hills branch line, SP files for an exemption from the usual lengthy ICC proceedings. If the ICC approves, the legal process can be complete within 60 days. In unusual or complicated cases such as the sale of the northern portion of the Northwestern Pacific, proceedings can go on for as long as 330 days and involve local hearings.

"The Staggers Act of 1980 made it somewhat easier to trim the branch lines," says Dixon. "If it hadn't, much of the nation's rail system might have sunk into bankruptcy."

That's another way of saying that the branches will no longer run wild at the expense of the tree. ☐

Appointments

FINANCE: At San Francisco: **Ms. L. M. Bond** *to financial analyst;* **J.B. Doherty** *to asst. manager, capital budgeting.*

INDUSTRIAL RELATIONS: At San Francisco: **J. M. Fitzsimmons** *to manager, training and development.*

MAINTENANCE: At San Francisco: **J. C. Strong** *to engineer—design and construction;* at Houston: **M. E. McGinley** *to engineer—MofW Eastern Lines;* at Roseville: **R. R. Mahon** *to engineer—MofW Western Lines;* at Sacramento: **G. W. Robertson** *to assistant to vice president—maintenance;* at Tucson: **E. P. Reilly** *to engineer—MofW Central Lines.*

MARKETING AND SALES: At San Francisco: **Ms. L. N. Alpert** *to asst. product manager, construction materials;* **T. D. Daniels, Jr.** *to asst. product manager, import vehicles;* **H. A. Mullally,** *to manager, telemarketing systems;* **Ms. C. L. Rang** *to group manager, telemarketing and market research.*

Pacific Southwest Sales Territory: At Los Angeles: **E. W. Macaulay** *to account executive;* **R. M. Maldonado** *to senior sales representative;* at Phoenix: **K. E. Clayton** *to asst. district sales manager.*

Intermodal: At San Francisco: **J. L. Hovey** *to asst. vice president, intermodal marketing;* **Ms. M. D. Carsten** *to analyst;* **C. M. Chin** *to manager, economics;* **G. L. Erion** *to corridor manager, central;* **L. P. Fee** *to corridor manager, Gulf;* **J. W. Frels** *to group manager, domestic;* **L. S. Hill** *to asst. corridor manager;* **W. J. Lake** *to asst. corridor manager;* **O. D. Lamb** *to manager, intermodal systems;* **R. J. Miller** *to asst. corridor manager;* **R. R. Milne** *to corridor manager, Pacific Northwest;* **R. R. Novello** *to analyst;* **R. J. Paul** *to group manager, international;* **Ms. K. M. Schoendorf** *to analyst;* **W. A. Sheppard** *to manager, intermodal services;* **T. R. Spiekerman** *to asst. corridor manager.*

TREASURY: At San Francisco: **Mrs. C. S. Daugherty** *to manager, cash reconciliation;* **Mrs. M. A. Hopstock** *to manager, cash and investments;* **Mrs. N. Lee** *to manager, cash control;* **D. M. Murphy** *to manager, administration and systems;* **Mrs. A. A. Smith** *to manager, cash operations.*

Retirements

GENERAL OFFICE: J. T. Ross, *clerk;* **H. L. Loze,** *accounting manager;* **R. E. McCarty,** *special assistant;* **R. J. McLean,** *executive vice president SFSP Corp.*

HOUSTON DIVISION: G. C. Bailey, *clerk;* **S. P. Evers, Jr.,** *engine foreman;* **A. J. Hansen,** *clerk;* **E. P. Helbert,** *carman;* **E. C. Horak,** *agent;* **W. L. Joyce,** *laborer;* **W. Mantey,** *agent telegrapher;* **J. E. Noska,** *clerk;* **J. E. Parison,** *carman;* **R. E. Stephen,** *switchman.*

LAFAYETTE DIVISION: E. Abraham, *laborer;* **F. C. Brown,** *switchman;* **P. J. Falcone,** *switchman;* **S. J. Landry,** *locomotive engineer;* **R. J. Morel,** *electrician;* **L. Simon,** *foreman.*

LOS ANGELES DIVISION: E. V. Aguirre, *car inspector;* **W. L. Brashear,** *locomotive engineer;* **H. Fukunaga,** *clerk;* **C. A. Lami,** *electrician;* **J. W. Duncan,** *signal supervisor;* **N. J. Lampton,** *locomotive engineer;* **H. R. McCall,** *electrician;* **L. J. Philibert,** *locomotive engineer;* **W. R. Ragland,** *locomotive engineer;* **D. A. Vernetti,** *switchman.*

OREGON DIVISION: W. S. Anderson, *conductor;* **M. I. Arrowsmith,** *clerk;* **E. J. Cleary,** *conductor;* **J. H. Cremer;** *conductor;* **F. F. Davidson,** *clerk;* **P. R. DeWitt,** *crane operator;* **J. Haugen,** *clerk;* **E. D. Hayden,** *clerk;* **W. V. Hugschmid,** *conductor;* **B. L. Hutcherson,** *machine operator;* **R. K. May,** *manager, zone accounting;* **A. F. Robinson,** *clerk;* **H. L. Robison,** *conductor;* **C. L. Stevenson,** *asst. chief clerk;* **L. G. Tangen,** *switchman;* **J. M. Yapuncich,** *locomotive engineer.*

SACRAMENTO DIVISION AND REPAIR PLANTS: A. Aguirre, *B&B supervisor;* **K. D. Beller,** *car foreman;* **H. D. Boyer,** *switchman;* **M. S. Campos,** *carman;* **M. Castor,** *switchman;* **J. C. DeMarco,** *electrician;* **D. P. Hopkins,** *car inspector;* **A. M. Reiss, Jr.,** *machinist;* **A. M. Reynoso,** *spike puller operator;* **J. F. Rodriquez,** *section stockman;* **F. J. Sanders,** *sheetmetal worker;* **B. B. Simmons,** *brakeman;* **R. E. Willeford,** *brakeman;* **A. W. Williams,** *conductor;* **N. D. Youell,** *locomotive engineer.*

SAN ANTONIO DIVISION: F. W. Elliott, *locomotive engineer;* **H. T. Ferrell,** *carpenter;* **J. Finney,** *laborer;* **R. G. Guzman,** *carpenter;* **J. A. Howell,** *locomotive engineer;* **B. P. Richey,** *brakeman;* **C. L. Riley,** *caboose supplyman;* **F. G. Ryberg,** *brakeman;* **J. M. White,** *clerk.*

TUCSON DIVISION: R. N. Camacho, *machinist;* **S. V. Munoz,** *truck driver;* **J. E. Pitkin,** *conductor.*

WESTERN DIVISION: R. C. Beaumont, *conductor;* **C. H. Clark,** *locomotive engineer;* **C. D. Dresser,** *switchman;* **J. S. Elliott,** *locomotive engineer;* **M. A. Febo,** *car inspector;* **J. G. Hedrick;** *engine foreman;* **A. J. Holmes,** *engine foreman;* **R. H. Hoyer,** *locomotive engineer;* **E. R. Hughes,** *clerk;* **H. A. McDonald,** *conductor;* **J. Mesta,** *foreman;* **C. Steves,** *electrician;* **R. S. Strichter,** *foreman;* **C. W. Toler,** *switchman;* **R. K. Werrell,** *locomotive engineer.*

COTTON BELT: ***Pine Bluff Division:*** **C. R. Ballard,** *clerk;* **C. D. Childers,** *signal maintainer;* **A. Green,** *yardmaster;* **D. F. McGowan,** *switchman;* **G. T. Nicks, Jr.,** *yardmaster;* **H. O. Olsen,** *laborer;* **R. E. Reed,** *yardmaster;* **J. H. Robinett,** *mechanic;* **J. O. Smith,** *switchman.* ***Kansas City Division:*** **L. D. Begay,** *laborer;* **B. E. Button,** *engine foreman;* **E. L. Padilla,** *laborer;* **K. L. Thomas,** *chief yard clerk.*

OTHERS: J. F. Mangan, *PFE, traveling accountant;* **J. H. Pevey,** *electrician, NWP;* **W. H. Van Slyke,** *AAR, executive director-chairman, transportation division.*

Deaths

GENERAL OFFICE: H. B. Berkshire, *asst. vice president-MofW & engineering;* **L. D. Nepert,** *rate clerk.* **Pensioners: P. M. Chaimov,** *manager specialized operations;* **M. J. Dunham,** *special assistant;* **W. J. Fenton,** *buyer's clerk;* **L. Gassman,** *sorter;* **G. D. Golterman,** *key punch operator;* **L. L. Howe,** *general attorney;* **P. G. Kenney,** *machine operator;* **H. O. LeMay,** *mechanical systems coordinator;* **P. P. Menne,** *payroll voucher clerk;* **M. R. Mickel,** *insurance clerk;* **L. L. O'Day,** *printer machine operator;* **E. C. Quinn,** *machine operator;* **J. M. Riordan,** *special rate clerk;* **H. D. Swanson,** *chief clerk;* **D. H. Thurston,** *clerk;* **M. F. Walker,** *asst. chief clerk;* **R. Ziehn,** *asst. hd. key pun. opr.*

SACRAMENTO DIVISION AND REPAIR PLANTS: W. R. Hutchison, *train dispatcher.* **Pensioners: W. S. Burton,** *conductor;* **H. E. Coffey,** *machinist;* **A. D. Colaianni,** *laborer (MofW);* **D. P. Dalpez,** *carman;* **S. Davenport,** *laborer (Mech);* **A. B. Davis,** *switchman;* **W. T. Dixon,** *conductor;* **R. Donaghey,** *general track foreman;* **M. L. Evans,** *signal maintainer;* **E. E. Hanson,** *brakeman;* **H. E. Harris,** *water service mechanic;* **H. W. Kilburg,** *crew dispatcher;* **E. R. Lloyd,** *carpenter helper (MofW);* **B. L. Long,** *conductor;* **H. M. Mabee,** *foreman (Mech);* **C. Q. Martinez,** *carman helper;* **G. W. Morriss,** *electrician (Mech);* **S. F. Ochipinti,** *tractor operator;* **J. W. Ott,** *carman;* **C. H. Owen,** *boilermaker helper;* **J. M. Peek,** *patternmaker;* **T. L. Perez,** *machinist helper;* **M. C. Phillips,** *car inspector;* **F. Ratoni,** *foreman (Mech);* **W. L. Rickard,** *water serv. mech. welder;* **A. Rios,** *laborer (MofW);* **C. C. Robbins,** *locomotive engineer;* **J. H. Ruser,** *boilermaker helper;* **J. W. Sabin,** *passenger carman;* **E. F. Sandstedt,** *locomotive engineer;* **M. Sergeiff,** *machinist;* **B. J. Simoncini,** *conductor;* **E. O. Smith,** *sheet metal worker;* **C. F. Stahl,** *locomotive engineer;* **D. G. Tryor,** *conductor;* **L. G. Uman,** *machinist;* **E. Wolcott,** *locomotive engineer.*

WESTERN DIVISION: J. P. Mahler, *hostler.* **Pensioners: E. F. Bacher,** *road foreman of engines;* **G. H. Bava,** *rate clerk;* **R. Bennett,** *switchman;* **N. L. Bilicich,** *engine foreman;* **S. A. Bransford,** *conductor;* **J. Byrne,** *freight carman;* **M. J. Campbell,** *asst. mail & bag. hdlr.;* **L. F. Cody,** *switchman;* **A. D. Collier,** *asst. foreman (MofW);* **C. K. Dalke,** *coach cleaner foreman;* **D. Donohue,** *locomotive engineer;* **F. R. Duncan,** *yardmaster;* **H. P. Ekholm,** *locomotive engineer;* **W. B. Enz,** *yard clerk;* **W. S. Farquhar,** *switchman;* **C. V. Fink,** *truck driver;* **F. Gamboa,** *laborer (MofW);* **Y. Gutierrez,** *laborer (MofW);* **J. P. Hansen,** *conductor;* **W. B. Hewitt,** *baggage report clerk;* **A. E. Hilbun,** *ticket clerk;* **R. E. Hughes,** *electrician (Mech);* **R. H. Jeffries,** *engine foreman;* **S. F. Kelley,** *conductor;* **B. D. King,** *motor truck operator, (Mech);* **R. L. Leeper,** *asst. foreman (MofW);* **A. Leotta,** *machinist;* **P. P. Lewis,** *switchman;* **E. P. Lynch,** *locomotive engineer;* **W. C. Medley,** *carpenter (MofW);* **V. S. Meyerdick,** *foreman (MofW);* **M. D. Mitchell,** *locomotive engineer;* **E. A. Molinar,** *machinist helper;* **E. V. Morley,** *truck driver;* **J. A. Oglesby,** *signalman;* **A. P. Pataky,** *switchman;* **H. L. Payne,** *coach cleaner;* **F. Quinn,** *car inspector;* **P. P. Ridge,** *carman;* **S. G. Robeson,** *asst. mail & bag. hdlr.;* **C. J. Sechrist;** *switchman;* **J. J. Shafer,** *train clerk;* **W. B. Shearer,** *locomotive engineer;* **M. A. St. Martin,** *transit clerk;* **V. C. Stanley,** *rate & bill clerk;* **A. H. Stone,** *locomotive engineer;* **J. F. Swaggard,** *water service mechanic;* **H. Tasca,** *blacksmith;* **J. G. Tickner,** *engine crew dispatcher;* **F. R. Tomer,** *locomotive engineer;* **F. W. Voetsch,** *clerk;* **G. A. Willis,** *telegrapher;* **U. H. Witschen,** *carpenter (MofW);* **J. H. Wolfskill,** *locomotive engineer;* **R. W. Woodward,** *clerk;* **D. L. Wright,** *asst. station master;* **B. E. Zwinge,** *engine foreman.*

SAN ANTONIO DIVISION: Pensioners: N. R. Barsch, *engineer;* **R. Canion,** *brakeman;* **W. A. Chaffee,** *yardmaster;* **R. W. Evans,** *switchman;* **L. S. Frederick,** *secretary;* **A. V. Grounds,** *laborer (MofW);* **S. R. Harkins,** *conductor;* **J. H. Hill,** *laborer (Mech);* **R. B. Howell,** *laborer-driver (MofW);* **R. S. Ingram,** *locomotive engineer;* **V. A. Jacobs,** *conductor;* **J. M. Jones,** *storekeeper;* **D. P. Juarez,** *welder helper;* **R. C. Koerth,** *laborer (MofW)* **H. L. Kretschmar,** *lead carman;* **R. R. Laman,** *signal maintainer;* **E. B. Martin,** *foreman (Mech);* **J. R. Peyton,** *laborer (MofW);* **H. E. Rigby,** *diesel mech. foreman;* **R. Sanchez,** *carman;* **M. A. Tietschert,** *water service mechanic;* **R. H. Weynand,** *locomotive engineer;* **R. E. Williams,** *locomotive engineer.*

TUCSON DIVISION: D. C. Hassler, *brakeman.* **Pensioners: A. H. Chapman,** *car inspector;* **G. B. Galloway,** *conductor;* **W. C. Hall,** *road foreman of engines;* **R. W. Henry,** *brakeman;* **R. H. Humphries,** *conductor;* **C. R. McClellan,** *traveling mtr. car mech.;* **J. E. McKinnon,** *conductor;* **N. E. Marquis,** *train dispatcher;* **A. C. Nail,** *conductor;* **R. P. Posey,** *brakeman;* **C. P. Reyes,** *locomotive supplyman;* **J. M. Robson,** *hostler;* **W. R. Shugart,** *locomotive engineer;* **H. Stockham,** *freight carman;* **J. C. Stubblefield,** *water service mechanic;* **M. Valdiviezo,** *crane foreman;* **H. T. VanAlstine,** *nurses' aid (Hospital Dept.);* **L. M. Walton,** *switchman;* **B. F. Willis,** *switchman.*

LAFAYETTE DIVISION: J. W. Begnaud, *traveling mechanic;* **N. J. Broussard,** *electrician.* **Pensioners: M. A. Carubba,** *switchman;* **P. F. Dassigner,** *switchman;* **E. Davis,** *laborer (Mech);* **P. E. Dumas,** *laborer (mech);* **W. J. Falterman,** *yard switchman foreman;* **C. L. Frank,** *laborer (MofW);* **E. G. Habighorst, Sr.,** *switchman;* **V. W. Henderson,** *clerk;* **M. J. Martin, Sr.,** *yardmaster;* **L. B. Patin,** *brakeman;* **L. E. Phillips,** *agent;* **P. Racca,** *carpenter (MofW);* **F. W. Stephenson,** *brakeman.*

OREGON DIVISON: H. T. Dempsey, *train dispatcher;* **J. B. Francisco,** *welder.* **Pensioners: J. L. Anderson,** *fuel oil attendant;* **W. Barber,** *ld. signal maintainer;* **D. I. Bierly,** *caboose supplyman;* **J. R. Boyd,** *chief clerk;* **H. W. Cook,** *clerk;* **O. A. Copeland,** *locomotive engineer;* **R. L. Fogel,** *locomotive engineer;* **A. E. Glasgow,** *locomotive engineer;* **M. M. Hanson,** *messenger;* **D. L. Hinrichs,** *electrician (Mech);* **L. R. Howell,** *claims inspector;* **W. C. James,** *carpenter (MofW);* **M. P. Lourwood,** *motor car mechanic hlpr.;* **T. P. Martin,** *electrician (Mech);* **M. Miller,** *stower;* **J. H. McNeil,** *bridge tender helper;* **J. H. Meza,** *laborer (MofW);* **E. V. Nelson,** *chief clerk;* **I. Peters,** *laborer (MofW);* **H. J. Pyrtle,** *brakeman;* **J. A. Reilly,** *locomotive engineer;* **T. Yamanaka,** *laborer (MofW).*

SAN JOAQUIN DIVISION: J. V. Castillo, *car inspector;* **H. C. Haught,** *conductor.* **Pensioners: H. E. Cain,** *laborer (Mech);* **A. D. Dal Porto,** *locomotive engineer;* **W. V. Ellis,** *locomotive engineer;* **H. W. Franklin,** *machinist helper;* **E. J. Garner,** *conductor;* **C. W. Hendrickson,** *switchman;* **S. C. Marshall,** *clerk;* **E. A. Roney,** *asst. gen. yardmaster;* **L. Winters,** *laborer (MofW).*

HOUSTON DIVISION AND REPAIR PLANTS: E. W. Daugherty, *machinist;* **R. A. Sandbothe,** *mechanic;* **D. H. Thummel,** *asst. plant manager.* **Pensioners: V. O. Crawley,** *manager & wire chief;* **L. A. Davis,** *conductor;* **F. D. Dinkins,** *carman;* **F. Eberspacher,** *chief draftsman;* **A. N. Farley,** *shop foreman;* **J. Gaines,** *brakeman;* **J. R. Gandy,** *medical officer;* **J. H. Glover,** *machinist helper;* **J. D. Henry,** *counterman;* **J. B. Hill,** *telegrapher-clerk;* **P. E. Lamaster,** *engine foreman;* **L. Lawson,** *machinist;* **J. W. Lofton,** *car inspector;* **A. R. Milan,** *signal foreman;* **Y. Z. Oliver,** *official car cook;* **S. S. Skains,** *chief clerk;* **H. N. Stacy,** *engine foreman;* **V. D. Wilson,** *machinist.*

LOS ANGELES DIVISION AND REPAIR PLANTS: J. A. Nino, *electrician;* **R. T. Sullivan,** *conductor;* **J. A. Willis,** *train clerk.* **Pensioners: F. F. Abbatiello,** *signalman;* **R. H. Angier,** *locomotive engineer;* **H. Baill,** *stevedore;* **W. Barber,** *stevedore;* **C. E. Barr,** *locomotive engineer;* **C. P. Byers,** *conductor;* **A. E. Carabajal,** *engine crew dispatcher;* **W. B. Cole,** *conductor;* **A. C. Crout,** *brakeman;* **W. A. Derfler,** *machinist;* **D. D. Douglas,** *conductor;* **D. M. Duran,** *carman;* **C. R. Fassino,** *conductor;* **A. J. Ferris,** *switchman;* **R. R. Gath,** *conductor;* **W. H. Hambly,** *chief clerk;* **E. H. Jackson,** *dining car cook;* **W. C. Kingsley,** *locomotive engineer;* **J. J. Klein,** *machinist;* **H. R. Lackey,** *head clerk;* **W. Leuty,** *switchman;* **G. T. MacDonaldd,** *freight conductor;* **A. M. Mihelich,** *locomotive engineer;* **S. L. Moore,** *switchman;* **V. H. Morgan,** *brakeman;* **A. Oliver,** *locomotive engineer;* **R. R. Patton,** *machinist;* **C. E. Pickett,** *locomotive engineer;* **Y. P. Porter,** *janitor;* **J. G. Prevost,** *clerk;* **M. Robinett,** *carpenter (MofW);* **C. C. Sheldon,** *clerk;* **M. A. Slaughter,** *team track foreman;* **C. L. Stockton,** *locomotive engineer;* **E. D. Taylor,** *clerk;* **C. H. Travis,** *signal supervisor;* **W. H. Winkelman,** *cashier.*

COTTON BELT: W. L. Riley, *machinist;* **C. Shoopack,** *conductor;* **E. W. Venable,** *conductor.* **Pensioners: W. C. Garrett,** *terminal superintendent;* **E. M. Hercher,** *mechanical foreman;* **R. L. Hutchison,** *switchman;* **J. H. Lee,** *mechanical foreman;* **N. E. Nobles,** *clerk;* **J. Thomas,** *laborer (MofW).*

OTHERS: T. L. Herren, *foreman-MofW, NWP;* **D. K. Powell,** *foreman, PMT, Shreveport.* **Pensioners: J. A. Beal,** *carpenter (MofW), SD & AE Ry. Co.;* **R. R. Conaghan,** *general agent-traffic, Washington, D.C.;* **L. P. Foster,** *carman, NWP;* **C. B. Lopez,** *laborer (MofW), Pacific Electric;* **O. D. Mavey,** *brakeman, NWP;* **B. Musulin,** *car repairman, Pacific Electric;* **D. K. Powell,** *foreman, PMT, Shreveport;* **R. A. Shaw,** *brakeman, NWP;* **J. D. Smith,** *locomotive engineer, NWP;* **F. Solis,** *laborer (MofW), Pacific Electric.*

Confidential Assistance

The Employee Assistance Program provides confidential assistance for troubled employees and their families. Help is available for problems with marriage, family, alcohol, drugs, law or money. You, or any member of your family, may seek help without jeopardizing your job, future or reputation. Conselors are located throughout the system and are on call 24 hours a day.

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Texas		
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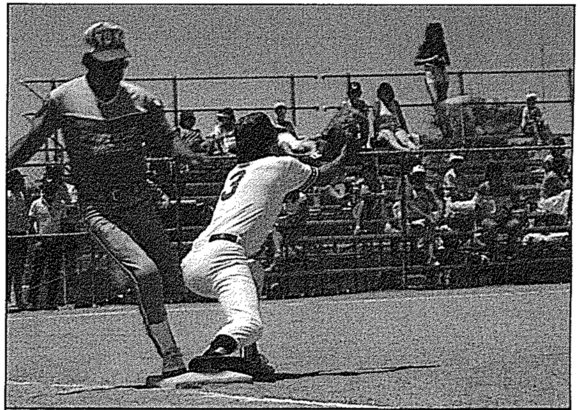
El Paso	Paul Richeson	(915) 833-1616
San Antonio	Cliff Melton	(512) 222-8315
Arkansas		
Pine Bluff	Karen Neal	(501) 534-4045



Railroaders Play Ball in Southern California *Los Angeles took first place, Tucson, second, and Yuma, third, at the Arizona-California Southern Pacific Softball Tournament held recently in Yuma. Although Yuma Roundhouse Foreman Dave Ortega's team came in third, he showed considerable savoir faire, first organizing the tournament and (above) beating out this throw for a base hit. The first baseman is Gerald Rupp, Los Angeles brakeman.* Photo: Pat Little

Photo: Clyde Dodgen

Grade Crossing Safety Effort at Colton *A Transportation Problem Solving committee has inspired these railroaders to form SPACE, Southern Pacific Accident and Crossing Education. The five go out to local schools, trying to educate students on dangers like racing trains to a crossing or playing "chicken." Sometimes they even bring students into the West Colton Yard for demonstrations of train operations. Left to right, they are Los Angeles Train Dispatcher Bill Bedwell; his wife, Locomotive Engineer Patty Bedwell; Hostler Bob Stamer; Crew Dispatcher Cheryl Carver; and her husband, Locomotive Engineer Ray Carver. See story on page 12.*

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One Market Plaza
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